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COMMISSION HEARINGS.

A Number of Matters Were Taken Under

Austin, Texas, February 20.—The railroad commission took up and heard the following special cases today. In each case, after taking teatimony and hearing brief statements, the matters were taken under ad-Division of rate on emigrant car outlits

Division of rate on emigrant car outfits from Ametia to Asia.

Proper classification of rate to be applied on 213 cars of cattle from Stanton on the Texas Pacific to Hico, Dublin and Hrownwood, on account of Winfield Scott.

Proposition to adopt order regarding operation of passenger and freight trains by the Red River, Texas and Southern Kallway rompany between Carrotton and feet Worth. In this case Hon, Clarence E. Stewart appeared before the commission in behalf of the people of Grapevine who were among those complaining to the roumission of the passenger service on this road.

Farmers' Institutes.

The Southern Pacific company is encouraging to the fullest extent the organization of farmers' institutes throughout Texas, and the industrial department of that comand the industrial department of that com-pany, in charge of Prof. H. P. Attwater, is rendering every assistance within his power along this line. Frot. Attwater has received a number of invitations to deliver addresses on the undeveloped resources of Texas from different parts of the State. An important meeting will be held at Hondo by the Medica County Farmers' in-stitute on March 7.

By kneping the liver active the system is cleaned of impurities and is coupled to ward off diseases. OXIDINE is the best Liver and Malarial Tonic soid. Ask your druggist.

### COAST RICE DEVELOPMENT

And Immigration Attracted Thereby Causes Move by J. J. Ilill.

RICE MILL FALLACY AT ST. PAUL

Exposed by Prof. Knapp-Announced Mr. Hill Can Control Oriental Rice and Establish Market Anywhere.

James J. Hill, who controls the destinies of the Great Northern raffroad, has evolved s plan for compating the work done by the Southern Pacific in rice development at cording to late news from St. Paul.

The immense tide of immigration which has come as a sequence to the successful growing of rice in Texas and Louislana has no doubt spurred the stords of competition and in order to stay the murch constward it would seem that the untiling of the great product is in view without regard to the need of resping losses instead of pronts. A reading of the information below will Peveal the gignetic semigner evolved in the brain of the hig railroad magnate. Those interested in the work of the Southern Pacine and the inquery generally only condown the development of the coast section - it, todayed, the plan ever materializes. The following special appeared in the Chi

st. Prof. Minn. Femality 3.—Within a short fine there will be built in St. Pau in the world. They will be built in order

F. B. Morse, Passenger Truffle Manage Southern Pacific Houston Fexus. Dear Sir. Years of the 17th instant. The Chicago Crimum of Pelevary 4 po

lishes an article with bold heading, 'Rico Mills for St. Paul, Largest in the World in the writer states that the far famed Jame Most of this rice will be what is known

"Most of this rice will be what is known as rough. This means annilled, the duty on maddled is his coats per pound; it costs for coats per 100 pennds to bring the rice from Japan to St. Paul."

It is doubtful if Mr. Hill ever insolved such an article. It appears to have been written by some person with inaccurate intomation as to what Mr. Hill proposits and a very superficial knowledge of the rice industry. First, as to inaccuracios:

I. Mr. Hill ordered these steamers some two years since for the Oriental trade and not exact ally for sice importations.

The Japanese since for the priority in the rough. The balks are removed on the rough. The balks are removed on the form unless capacially ordered for seed.

The duty on rough rice is a cents per pound and not 18 cents.

The Japanese are not producing as much rice as they consume. If they sell, it must be at a good price, so they can replace it by chapter rice from Franch Sian.

Let us examine how much business there

Let us examine how much business there is in such a proposition.

Suppose the rice could be bengint in the rough paddy rice, it would cost at Kebe er Yokokama from \$1.50 to \$2 per barrel (162 pounds, according to quality for milling grades. The freight to \$1. Paul at \$7 cents per 100 would be \$1.41 and the duty at \$4 of a cent per pound would be \$1.215, making the lowest grade cost \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough rice laid down at \$4.12 per barrel of rough with the buil removed, which is dombtless the intention, if there, is any intention about it, then it must wone in the brain and is classed in the customs as intention, if there are no intented, paring a dury of \$1.20 per 100.

This worked out and allowing for the reduction in weight by milling, amounts to practically the same as the rough rice statement. It then would stand that the milliers of \$1. Paul would be paying \$4.12 to \$4.62 per barrel for equally good rice.

The writer states that Mr. Hill will reduce the freight rates. Suppose he reduced them from \$7 cents per 100 to 20 cents—an extremely imvisobable supposition and one he could not make without a rate war—it would reduce the freight 60 cents per barrel and the cost to \$1. Paul to \$3.32 and \$4.02. If Mr. Hill transperted the rice free of charze, if would rate reduce the price to the \$2. Paul milliers to a competing point.

Suppose Mr. Hill, fathing to secure his am. Let us examine how much business there

Suppose Mr. Hill, falling to secure his

Buppose Mr. Hill, falling to secure his rive in dapan, should send his ships to sligon or Rangon which, for the best of reasons, he could not do with any regular line of steamships, the increased cost of regions are being made for the work of rivering the belies, and this will begin on Monday. With the aid of the pneumatic hamber of steamships, the increased cost of region will be for the present the freely would then fully effect any reduce the in the price of rice. One reason he could not send his ships to these ports be that he would have freight only one way. This rice milling enterprise at St. Paul is along the most chimerical financial scheme since Aladdin opened up husiness with als lamp and it will take harder rubning than Aladdin gare his lamp to gain any prefit out of importing rice and milling it at St. Paul.

One thing I rathey admire about this car respondent, he nakes his story awong importing 2000 carloads per month would importing 2000 carloads per month would sumber of requests from other parties have

furnish twice the rice at present consumed in the United States. That amount will defore a start.

The New York mills seel the San Feat-cisco mills have tried importing and talling under the present tariff and did not encored New it is fair is let St Paulity. S. A. Knapp, president Rice Association of America.

EQUITABLE RAILROAD ASSESSMENT. An Advance Towards Even Distribution Made by Louisiana.

A great advance toward the equitable as a comment of railroads was made in Louisand recently when this assessment was made by a State board instead of by the several parishes, says the New Orleans Pimes-Deprocrat. Previously the greatest Inequality had existed, and a railroad paid twice or three times as heavy taxes

I Wice or three rimes is heavy taxes in some parishes as in others, just as the assessors impened to feel about the matter. But waits the cauties was a step in the right direction, the equality of railread taxation has by no means been assired, extre following table posued by the interstate commerce commission giring the faxation per mile in the several states shows. Massachusetts \$1,300 (connectivity 1,000 (thode thend 1,000 ( Semmaylvania.

THE GALVESTON BUSINESS.

Crowds to See the Battleships Gause Heavy Traffic The raticouts entering Galveston report good business to that city on account of

be presence there of the battleships, exsocially in view of the condition of the

marker of perspect of the perspect of the security from the perspect of the feeting from the perspect of the p

the Southern Facine, of homescekers and investors, under the chaperonage of Meatrs.

W. D. Lawson, city passenger and ticket

Meling Brothers, after several postponements, will leave Columbus on the afternoon of the 21st, reaching New Orleans

the next evening at S orlock. The party will spend Monday and Tuesday in the Crescent City, and leave on Wednesday morning, the 25th, reaching Houston that evening at 7:30 o'clock. They will remain here until the morning of the 25th, when the party will leave for points on the gulf coast. the next evening at 8 o'clock. The party

Left for Home. II. J. Simmons, who has been in charge of the construction of the iron frame work tral depot, will leave for his home in Phila olphia. Pa., this evening, having completed is part of the contract.



DEAR MRS. PINKHAM: - It is with thankfulness I write that Lydia E. Pinkham's Vegetable Compound has been of the greatest help to me. My work keeps me standing on my feet all day and the hours are long. Some months ago it didn't seem as though I could stand it. I would get so dreadfully tired and my back ached so I wanted to scream with the pain. When I got home at night I was so worn out I had to go right to bed, and I was terribly blue and downhearted. I was irregulated the second the second the second to be a sec lar and the flow was scanty, and I was pale and had no appetite. I told a girl friend who was taking your medicine how I felt, and she said it ought to take it too. So I got a bottle of Lydia E. Pinkham's Vegetable Compound and commenced to take it. It helped me right off After the first few doses menstruation started and was fuller than for some time. It seemed to lift a load off me. My back stopped aching and I felt brighter than I had for months. I took three bottles in all. I never have an ache or pain, and I go out after work and have a good I am regular and strong and am thankful to you for the change "I recommend Lydia E. Pinkham's Vegetable Compound when

ever I hear of a girl suffering, for I know how hard it is to work when you feel so sick." - Miss Manie Keirns, 553 9th Ave., New York City. Women should not fail to profit by the experiences of these women; just as surely as they were cured of the troubles enu-merated in their letters, just so certainly will Lydia E. Pinkham's Vegetable Compound cure others who suffer from womb trou-bles, inflammation of the ovarics, kidney troubles, irregular and painful menstruation, nervous excitability, and nervous prostration; remember that it is Lydia E. Pinkham's Vegetable Compound that is curing women, and don't allow any druggist to sell you anything else in its place.

Miss Amanda T. Petterson, Box 131, Atwater, Minn., says:

"Dear Mrs. Pinkhan - I hope that you will publish this testimonial so that it may reach others and let them know about your wonderful medicine. "Before taking Lydia E. Pinkham's

Vegetable Compound I was troubled with the worst kind of fainting spells. The blood would rush to my head, was very nervous and always felt tired, had dark circles around eyes.
"I have now taken several bottles of Lydia E. Pinkham's Vegetable Compound and am entirely cured. I had taken doctor's medicine for many years but it did

"Please accept my thanks for this most excellent medicine which is able to restore health to suffering women.

No other female medicine in the world has received such widespread and unqualified endorsement. No other medicine has such a record of cures of female troubles. Those women who refuse to accept anything else are rewarded a hundred thousand times, for they get what they want \$5000 FORFEIT if we easnot forthwith produce the original letters and signatures of - a cure. Sold by Druggists everywhere. Refuse all substitutes.

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opto who will be down to (in)
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